

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
MINUTES OF THE REGULAR BOARD MEETING
August 25, 2011**

The Illinois State Toll Highway Authority met in regular session on Thursday, August 25, 2011 at approximately 10:00 a.m. in the Board Room of The Illinois State Toll Highway Authority's Administration Building in Downers Grove, Illinois. The Meeting was held pursuant to By-Laws of the Authority upon call and notice of the Meeting executed by Chair Paula Wolff and posted in accordance with the requirements of the Open Meetings Act.

Bolded entries indicate issues which will require follow-up to present to the Board.

Chair Wolff stated that this is the regularly scheduled meeting of the Board of The Illinois State Toll Highway Authority and asked the Board Secretary to call the roll. Those Directors present and absent were as follows:

Present:

Chair Paula Wolff

Director James Banks

Director Tom Canham

Director Bill Morris

Director George Pradel

Director Maria Saldaña

Director Carl Towns

Director Tom Weisner

Absent:

Governor Pat Quinn

Acting Secretary Schneider

Chair Wolff called the meeting to order and gave a brief overview of the agenda order. She called for approval of the Minutes.

Director Morris moved for approval of the Minutes of the Regular Board Meeting held on July 28, 2011. The motion was seconded by Director Towns. The motion was approved unanimously.

Chair Wolff asked Director Banks to give an update on the Audit Committee activity. Committee Chair Banks indicated that the Audit Committee met on Monday August 15. He shared that the 2011 external audit resulted in no material findings for the Tollway. The committee also discussed updates to the Internal Audit Charter presented by the new Chief Internal Auditor, Mike Fudali. Chair Wolff indicated that the resolution to approve the updated Internal Audit Charter was

recommended for approval by the Audit Committee and appears on today's consent agenda.

Chair Wolff asked Director Saldaña to give a report on the Finance Administration Operations Committee (FAO). Committee Chair Saldaña indicated that the FAO Committee met on Thursday August 18 and approved the items included on the consent agenda for the August Board meeting. She indicated that the Committee also discussed a report from financial advisor, AC Advisory, which included an analysis and recommendations for the Tollway's swap restructuring and refunding. She indicated that the report was comprehensive in analyzing market conditions relative to swaps and refunding and provided recommendations to benchmark for terminating swaps. The Finance staff will continue to monitor the market for refunding opportunities. That report was included in a recent briefing that went to all Directors. The Committee also discussed a memo from Columbia Capital Management. These financial advisors assisted staff in developing financial modeling for the proposed Move Illinois capital plan. The financial advisors evaluated whether the financial assumptions made in the development of the capital plan were reasonable. The Committee also discussed the alternative plan that was sent by Director Morris to the Board on August 16. In response to specific questions raised at that meeting, Mike Colsch, Chief of Finance, sent a letter to the Board on August 22 answering these questions and detailing the analysis of that plan in response to specific questions from the Committee. Director Morris commented that no one from staff contacted him to get clarification on the alternative plan that he submitted. He suggested that staff should contact him in the future if they need clarification on suggestions that he provided. Chair Wolff added that—in addition to numerous email exchanges and discussions about both plans-- she had met with Director Morris the previous week and discussed his proposal at length.

Chair Wolff moved to the consent agenda which is outlined at the end of the minutes*.

Chair Wolff introduced Executive Director Kristi Lafleur to begin an overview of the capital plan. Ms. Lafleur thanked the state police and Tollway employee, Joelle McGinnis, for coming to the assistance of a public hearing attendee who had a life-threatening medical episode.

Captain Jesernik, District Commander of the State Police, also recognized Master Sergeant Juan Morales, Trooper Kevin McGrenera, and Ms. Joelle McGinnis for their prompt actions which saved a citizen's life. He noted that hospital medical staff said if it had not been for the prompt efforts of these heroes in giving CPR and using the Automatic External Defibrillator, the patient's outcome would probably have been much different.

Ms. Lafleur then introduced Randy Blankenhorn, Executive Director of the Chicago Metropolitan Agency for Planning (CMAP), to give an overview of the feedback his senior staff observed at the 15 public hearings conducted on the proposed capital plan and toll increase. Mr. Blankenhorn commented that there was significant public interest in the capital plan as evidenced by the nearly 2000 public hearing attendees and nearly 1000 online comments. Based on the public feedback at the hearings he concluded that the public understood that: (1) there is significant need to invest in the transportation system; (2) user fees is the best way to support Tollway investments; (3) transportation investment grows the economy and creates jobs; and (4) state and federal funds are not readily available to invest in transportation. He also indicated that negative feedback at the hearings was usually related to: (1) the impact of increased tolls on commuters; (2) concern about how increased travel costs can limit job opportunities for low income residents; (3) concern that the capital plan decision was being made too quickly; and (4) whether is this the right time to raise tolls and start new projects. Mr. Blankenhorn also indicated that there was overwhelming local elected official support and interest in integrating transit into the program. He

indicated that CMAP's concern is that a small portion of the program is not funded. He surmised that overall there is: general support for the capital plan; a general understanding of the need to invest in infrastructure; and that the Tollway needs to be thoughtful about implementation of the capital plan.

Chair Wolff thanked Mr. Blankenhorn for his presentation and for having his team attend each of the meetings.

Ms. Lafleur introduced Mike Colsch, Chief of Finance, to give a brief overview of the proposed capital plan a form of which had been presented at previous meetings and during public hearings. He stressed that the *Move Illinois* capital plan proposal was developed after long and careful deliberation and subsequently to open and inclusive planning process. For over a year, the Board and staff have done the following: engaged numerous stakeholders, coordinated with state and local transportation agencies, considered the priorities of regional planning organizations and invited the public review and comment throughout the process. He indicated that Illinois statute requires the Tollway to present a long term capital plan this year and that Move Illinois is a \$12 billion capital plan that covers 2012-2026. He indicated that the Illinois Tollway Board of Directors has made addressing the existing system needs the first priority. As such, the proposed capital plan commits \$8.32 billion to rebuilding the remaining critical pieces of the Illinois Tollway System. Projects needed to keep the roads in good repair include: (1) \$1.9 billion for reconstructing and widening the Jane Addams Memorial Tollway (I-90); (2) \$1.2 billion for reconstructing the Central Tri-State Tollway (I-294) and Edens Spur; (3) \$610 million for preserving the Reagan Memorial Tollway (I-88); (4) \$400 million for preserving the Veterans Memorial Tollway (I-355); (5) \$1.39 billion for repairing roads, bridges and maintenance facilities; and (6) \$600 million for creating opportunities for local interchange partnerships.

Mr. Colsch also indicated that in 2010, the Tollway Board conducted a comprehensive, year-long public review of potential capital projects. As

a result, the proposed 15-year capital plan commits an additional \$3.83 billion for new projects that focus on enhancing mobility including: (1) \$3.1 billion for planning for transit on the Jane Addams Memorial Tollway (I-90), constructing the Elgin O'Hare West Bypass including completion of the Elgin O'Hare Expressway, and constructing the West Bypass between I-90 and I-294 and rehabilitation and widening of the existing Elgin O'Hare Expressway; and (2) \$604 million for constructing a new interchange at I-294/I-57 as well as the 147th Street ramps. He indicated that these projects have been endorsed by the CMAP's GO TO 2040 comprehensive regional plan for Northeastern Illinois, based on extensive analysis and public debate. He also noted that the capital plan allocates \$126 million for planning studies for the Illinois Route 53 Corridor and the Illiana Expressway.

Mr. Colsch indicated that the total cost of the proposed capital plan is \$12 billion. He emphasized that the Tollway receives no state or federal tax dollars for maintenance and operations. Toll revenues pay for debt service, operation costs and all construction and maintenance of the system. He added that the Tollway is funded entirely by user fees and only those who use our system pay for it.

Mr. Colsch then went on to review the capital plan budget, proposed financing strategy and related passenger vehicle toll increases, as outlined in the [attached presentation](#). Mr. Colsch closed his presentation by asserting that the proposed capital plan is fiscally responsible, sustainable, balanced between debt and pay as you go, and designed to be most efficient for toll customers over the long-term.

Ms. Lafleur said that the 2011 operating budget was cut for the first time in the Tollway's history. However, the capital plan assumes a four percent rate of growth over the next fifteen years which takes into account potential growth in external factors e.g., cost of fuel, salt, healthcare and retirement contributions.

Director Morris commented that although the capital plan allows a four percent annual increase in the operations budget, it is important that the Board should strive to minimize growth in the annual operational budgets. Chair Wolff agreed that with his comments.

Public Comment

Chair Wolff asked those wishing to give public comment to limit their remarks to two minutes. The following members of the public made comments:

- Greg Butts, owner of Butts Consulting Service, commented that his firm has previously done auditing work for contingency fees for the Tollway and identified cost-saving measures. He expressed an interest in continuing to identify cost-saving measures through a contract extension or new project.
- Jack Ronan, private citizen from Berkeley, expressed support for the passenger vehicle toll increase.
- Matt Hart, Executive Director of Illinois Trucking Association, asked the Board to reconsider the 2008 commercial toll increase and the automatic annual toll increase on commercial vehicles that is scheduled to start in 2015. He expressed concern with toll parity and cited a 585 percent toll increase on commercial vehicles compared to an 88 percent toll increase on passenger vehicles by 2025. He commented that increased commercial tolls will encourage many truck drivers to use the side streets which can be a safety issue.
- Tom Villanova, Representative of the Chicago and Cook County Building Trades, thanked the Board for proposing the capital plan because it will promote employment in the construction industry.
- James Connolly, Business Manager for the Chicago Laborers District Council, expressed support for the proposed capital plan with the 35 cent toll increase because it will promote employment in the construction industry.

- John Brining of Construction Industry Service Corporation expressed support for the proposed capital plan which will promote employment among the 140,000 members represented by his organization and will reduce congestion, pollution and economic decline. He also thanked the first responders for assisting his brother-in-law, Rick Dunlap – business agent for IBW Local 150, who had a life threatening medical episode during the public hearing.
- Donald D'ionesotos, a private citizen, expressed support for improving the system but thought the price tag is too high. He commented that additional planning should be done before moving forward.
- Pamyla Berryhill of the Chicago Women in Trades expressed support of the proposed capital plan to promote employment and career development, especially among women and minorities.
- Carmen Dean, Civil Engineer at the Millennia Professional Services, expressed support for the capital plan because it would support sustainable jobs.

Chair Report:

Chair Wolff invited Directors to make comments on the resolution for the proposed capital plan and toll increase.

Director Canham commented that he supports the resolution to approve the capital plan and toll increase but had a few concerns. He expressed concern that the EOWB project would not resolve the \$300 million shortfall in project costs prior to the project's scheduled start time. He encouraged the Board to be flexible with project start times and to re-think the timing of the Route 53 construction. **Based on feedback from the public hearings, he also encouraged the Board to investigate ways to provide discounts to: heavy Tollway users; users that are financially distressed; and users towing recreational vehicles.** He

asked the Board to consider having higher fees for the cash payers who are mostly out-of-state drivers. He expressed appreciation that the staff included congestion pricing to the proposed resolution. **He proposed the resolution be amended to indicate that the Tollway would use its best and reasonable efforts to employ Illinois companies and contractors on the proposed projects.** Director Morris seconded that motion. Chair Wolff asked General Counsel whether a vote was needed to amend the resolution language as suggested by Director Canham. General Counsel responded yes and suggested that the amendment should reference “best, reasonable and lawful efforts.” Chair Wolff invited discussion on the proposed amendment. Director Saldaña agreed that best efforts should be used to employ Illinois residents but suggested that the substance of the amendment should be reviewed in committee and that legal counsel and staff should analyze whether there are any legal impediments to using Illinois preference language in the resolution. Mr. Bamonte indicated that it is the Board’s prerogative to adopt the amendment before or after additional analysis is completed. Director Weisner added that the suggested phrasing from the General Counsel includes the necessary constraints to ensure that the Tollway does not overstep its legal authority.

Ms. Lafleur asked legal counsel whether the amendment could be written to consider preferential treatment for companies that are headquartered outside of Illinois but employ a large number of Illinois residents. **Mr. Bamonte responded that he considers this a general instruction to analyze and strategize how to implement the intent of this amendment.** Director Morris indicated that most of the advocates for the capital plan are supporting it based on the assumption that it will mean more jobs in Illinois. On that basis, he added that the resolution should express the will of the Board to promote economic development in Illinois so that supporters of the capital plan can hold the Board accountable in years to come if those jobs do not materialize in Illinois. He added that it is critical that the Board make these types of public policy statements.

Chair Wolff called for a vote on the amendment to the resolution as modified by General Counsel. The vote on the amendment passed unanimously.

Chair Wolff invited the Directors to give more comments on the resolution as amended. Director Pradel commented that he attended five of the fifteen public hearings held, thanked hearing participants for attending and ensured the public that he and the other Directors listened intently to their feedback. He indicated that Directors have carefully reviewed this plan and have had ample opportunity to provide feedback on the plan. He believes the Tollway has demonstrated commitment to cutting operational costs in a way that maintains safety. He suggested that the Board not delay the decision on this plan and urged the Board to continuously keep the public informed about the progress on the projects and on how the funds are being invested.

Director Morris commented that he disagrees with the 87.5 percent toll increase and believes the capital plan is incomplete and flawed. He offered an amendment to reduce the toll increase in the proposed capital plan from 35 to 20 cents. Chair Wolff called for a second to that motion but none was offered. Therefore discussion did not proceed on the proposed amendment.

Director Morris indicated in lieu of reduced toll increases, **he agreed with Director Canham's earlier suggestion that discounts be considered for toll users that are financially stressed. He committed to reviewing the issue as Chair of the Customer Service Committee within the next 90 days.** He also indicated that he was offended that speakers at the public hearings repeatedly stated that those who could not afford the increased rates should look for alternate routes to work.

Director Morris indicated that the proposed capital plan does not consider the one million residents who live in the counties north of Chicago which according to CMAP has the worst congestion in the area. He indicated that he was pleased that the Tollway decided to convene a Blue Ribbon Advisory Council to reach consensus on the design of Route 53 but very disappointed that funding for the construction of

Route 53 was excluded. As a result, he requested an amendment to the resolution that would prioritize the design and construction of the north extension of Route 53 assuming that the Blue Ribbon Advisory Council (BRAC) reaches consensus on a design that is appropriate and supported by various groups in Lake, McHenry and northern Cook County within one year.

Chair Wolff called for a second to the motion and clarified that BRAC has been charged to determine: (1) whether the Route 53 extension should be built; (2) what its design should be; and (3) how to finance the project construction. She added that the process the EOWB Advisory Council went through enabled them to determine the cost, design and financing strategy for the EOWB project. She added that construction costs for Route 53 project were unknown because BRAC had not been convened yet.

Director Canham seconded the motion to allow discussion of the amendment.

Director Canham said that he agrees with Director Morris on the need for the Route 53 extension. However, he suggested that the amendment should be simplified. Director Morris replied that he is willing to accept changes to the amendment. Director Canham asked Mike Colsch, Chief of Finance, whether funding was available in the capital plan for construction of the Route 53 Extension if BRAC reaches consensus on the project design. Mr. Colsch indicated that construction of Route 53 had not been contemplated in this capital plan. Executive Director Lafleur explained that the plan includes conservative project estimates which give flexibility for economic shifts and changes that allow for additional projects in the next 15 years. She added that based on previous feedback from the Board, staff determined that commitment for the right technical work was needed in order to advance toward construction for Route 53 and other projects. She indicated that the capital plan and existing resolution provide flexibility to allow for emerging priorities.

General Counsel Tom Bamonte agreed with Ms. Lafleur's comments. He suggested adding a proviso that makes design and construction subject to Board approval at a later date if and when consensus is reached. Director Morris agreed that the suggested proviso was warranted because he assumed none of the projects could go forward without the Board voting to move forward with them.

Director Morris commented that the Elgin O'Hare Western Bypass Council did not do an adequate job of developing a financing strategy for the EOWB project because the bulk of the \$3.2 billion project cost is carried by the Tollway and the Council did not determine how to finance the \$300 million shortfall in the project cost. He indicated that 5-10 percent of the EOWB project costs were allocated to local governments. However, the local governments were expecting the state and federal governments to cover 75 percent of their financial obligation, which he determined will not likely happen due to current economic conditions. He claimed that, in effect, the EOWB local governments only committed to sharing 1-5 percent of the project cost. Director Morris guaranteed that Lake and northern Cook County residents would be willing to pay at least 1-5 percent of the Route 53 expansion cost. He added that because the projected daily traffic on Route 53 is 125,000 drivers, Lake and northern Cook County residents are willing to pay higher tolls making it a self supporting road.

Director Morris indicated that at the public hearing in Buffalo Grove there was considerable agreement among the 200 attendees including the area's Republican and Democratic state representatives, to pay for higher tolls if the construction of Route 53 was included in the 15 year capital plan. He believes that if construction of Route 53 is not included in the current capital plan then the Tollway would likely request an additional 20 cent toll increase from Lake and northern Cook County toll users for construction of Route 53. He suggested that Tollway staff has implied to the public over the last month that the 35 cent toll increase will cover all of the projects mentioned in the capital plan but it cannot. As a result, he asked that the Board amend the resolution to include Route 53 as one of the priority projects targeted for construction.

Director Morris suggested that the Board should be prepared to make priority decisions in two to three years on whether one leg of the EOWB or I-294/I-57 projects should be completed to accommodate construction of Route 53. He added that the Board had never made an up or down vote on each project but instead the Board has been vague about the priorities.

Director Saldaña indicated that she was opposed to the amendment offered by Director Morris. She indicated that BRAC was convened to study the Route 53 project because currently there is no consensus on whether and how the road should be built and financed. She added that there is no trickery involved in the proposed plan. The proposed rate increase covers the projects included in the capital plan. She clarified that if BRAC reaches consensus on how Route 53 should be built and if additional toll increases are needed to finance the project than additional tolls should be considered.

Director Saldaña also disagreed with Director Morris' characterization of the project prioritization process because Chair Wolff had made every effort to make the process transparent. She indicated that a lot of time had been spent reviewing these projects in public at various Board, Committee, and local meetings over the past year. She also noted that the Board spent 4 hours discussing the status and prioritization of the projects at a special meeting. Director Saldaña also disagreed with Director Morris' assertion that various phases of each project should be voted up or down periodically because it could lead to incomplete projects.

Chair Wolff asked whether the Board was ready to vote on Director Morris's amendment. Director Weisner asked for clarification on the substance of the amendment. As stated by General Counsel Tom Bamonte, the amendment would provide for *“the design and construction of Route 53 if within a year of the passage of this resolution the Route 53 Blue Ribbon Advisory Council reaches a consensus on building and funding Route 53 and subject to later Tollway Board approval of the Route 53 project after consideration of the Council's*

recommendations, the availability of funding and other appropriate factors.” Director Morris noted that he had not mentioned the availability of funding in his initial motion but agreed that it would be a fair addition to the amendment. Director Saldaña suggested that the possibility of a toll increase to cover that funding should also be included in the amendment. Director Morris, in turn, asked that the Board be polled to determine who would be willing to vote for another toll increase in a year. Chair Wolff commented that polling the Board at this time was not appropriate because there was a motion and a second on the floor.

Director Banks added that the Route 53 project is probably needed, but questioned whether this amendment would create a financial imbalance in the current capital plan. Director Morris indicated that previous Boards have designated priority projects without specifying funding in the capital plan and cited the Jane Addams project in the previous Congestion Relief Program as an example of that.

Director Canham added that the start of the EOWB is dependent on getting commitment from the local communities to cover the \$300 million shortfall in the project costs. He commented that the amendment would not create a financial imbalance because some of the priority projects will not necessarily go as planned and because there is a caveat at the end of the amendment saying that the Route 53 construction is based on the availability of funding. Director Banks acknowledged that this is a fluid process but did not agree that it would make sense to amend the resolution. Director Morris indicated that it is the prerogative of the Board. Chair Wolff added that the Board will likely review the status of all the projects on a regular basis, as has been the practice in the past.

Director Weisner asked General Counsel to re-state the proposed amendment. General Counsel re-stated the proposed amendment as noted earlier..

Chair Wolff indicated that reasonable people would agree with Director Morris’ suggestion that Route 53 should become a priority project based

on public support if: (1) BRAC reaches consensus on the design and (2) there is available funding. However, Chair Wolff agreed with Director Banks' sentiment that the amendment should not be accepted because: (1) a lot of time and effort was invested in the development of the current plan; (2) the plan was explained to the public as outlined in the current resolution; (3) public support for the plan was based on the current resolution; and (4) to be fair and transparent the resolution should be voted on as it was presented to the public. She emphasized that the current resolution provides for the planning of the Route 53 extension which starts with the work of BRAC to gain consensus on the project approval, design and financing. She asserted that this should send an important message to Lake County residents. She emphasized the importance of the BRAC work as it is critical to reaching consensus on the Route 53 extension. Staff has long been extremely careful to bring together stakeholders representing various views to gain consensus on what has been a very controversial project. She is concerned that accepting this amendment would send a message to BRAC that the construction of Route 53 is a foregone conclusion. Director Saldaña agreed with Chair Wolff's assessment.

Chair Wolff asked whether there were additional comments from the Board before the vote. No additional comment was offered.

Director Morris requested a roll call vote: Banks (no), Canham (yes), Morris (yes), Pradel (no), Saldaña (no), Towns (no), Weisner (yes), and Wolff (no). The motion failed with a 5 to 3 vote.

Director Morris indicated that he believed that the outcome of the resolution vote was a foregone conclusion and therefore decided not to suggest additional amendments. He added that he is convinced that he can find money in the existing capital plan to allow an environmentally sensitive highway to be built in Lake County. Chair Wolff welcomed his diligent review of the budgets and his suggestions for cost control as a member of the Board's Finance Administration and Operations Committee.

Director Banks made a motion to approve the pending resolution, initially introduced at the July 28th meeting and subject to required public hearings, as amended in this meeting by Director Canham's amendment; seconded by Director Towns. Roll call vote: Banks (yes), Canham (yes), Morris (no), Pradel (yes), Saldaña (yes), Towns (yes), Weisner (yes), Wolff (yes). The resolution passed with a 7 to 1 vote.

Director Morris thanked Governor Quinn for giving him an opportunity to serve on the Board and to express his opinion without pressuring him to change his vote.

Chair Wolff encouraged the Directors to review the updated Board Action items list provided on the desk.

Chair Wolff then called for any new business. **Director Morris requested that staff prepare a proposal/resolution for the September board meeting to discontinue the use of free transponders for employees traveling to and from work. He added that the toll increase should not go into effect until the free transponders are removed.** Chair Wolff asked Director Morris whether he was willing to be flexible on the deadline for the resolution. Director Morris replied no because the issue has been reviewed for over a year.

***Consent Agenda:**

Chair Wolff began the consent agenda (which consisted of items reviewed earlier in detail by Committees) by calling for a motion adopting the following resolution:

Approval of payment to the Office of the Auditor General Audit Expense Fund for the 2010 Financial and Compliance Audit in the amount of \$562,008.

Director Banks moved for adoption. Seconded by Director Canham. The motion was approved unanimously. Chair Wolff called for a motion adopting the following resolutions:

Award of Contract No. 11-0200 to Ada S. McKinley Community Services, Inc. for Transponder Fulfillment in the amount of \$2,640,000. (State Use)

Award of Contract No. 11-0214 to The Printers Mark for Printing & Mailing in the amount of \$5,460,000. (State Use)

Director Saldaña moved for adoption; seconded by Director Pradel. The motion was approved unanimously. Chair Wolff called for a motion adopting the following resolutions:

Award of Contract No. 11-0160 to Cargill Salt Company, North American Salt Company, Hutchinson Salt Company, Incorporated and Morton Salt Company, Incorporated for Rock Salt, in an amount not to exceed \$6,269,401.20 (CMS Master Contract).

Renewal of Contract No. 09-0130 to Brahlens Truckers Supply, Incorporated for Retread Tires, increasing the contract upper limit by \$12,000.00 from \$33,000.00 to \$45,000.00 (CMS Master Contract).

Award of Contract No. 11-0082 to Silk Screen Express, Incorporated and DVL Enterprises, Incorporated/dba Tamden Promotions for Uniforms, in an amount not to exceed \$240,000.00 (CMS for Tollway).

Award of Contract No. 11-0038 to Advanced Waterjet Technologies, LLC for Refurbishing Services for Aluminum Sign Blanks and Extrusions, in an amount not to exceed \$93,730.00 (Tollway IFB).

Award of Contract No. 11-0093 to Addison Building Materials Company, Incorporated and 84 Lumber Company for Fast Setting and Portland Cement, in an amount not to exceed \$39,162.00 (Tollway IFB).

Director Banks moved for adoption; seconded by Director Towns. The motion was approved unanimously. Chair Wolff called for a motion adopting the following resolutions:

Award of Contract No. RR-11-9106R to A.C. Pavement Striping Co. for Pavement Markings Systemwide in the amount of \$1,094,866.

Final Release of Retainage on Contract No. RR-10-5610 to Plote Construction, Inc. for Ramp Pavement Reconstruction on the Reagan Memorial Tollway (I-88) from Milepost 94.1 to Milepost 94.5 (Peace Road Interchange – Ramps J and K) in the amount of \$113,256.07.

Final Release of Retainage on Contract No. RR-09-9058 to John Burns Construction Company for Weigh-In-Motion Installation on the Tri-State Tollway (I-294 Northbound) at Milepost 0.9 (between Chicago Southland Lincoln Oasis and Chicago Road); and the Tri-State Tollway (I-94 Eastbound) at Milepost 3.2 (IL Route 173) in the amount of \$108,101.34.

Director Canham moved for adoption; seconded by Director Weisner. The motion was approved unanimously. Chair Wolff called for a motion adopting the following resolutions:

An Intergovernmental Agreement with the Illinois Department of Transportation – Rt. 25 & 72. Cost to the Tollway: \$0.

An Intergovernmental Agreement with the Department of Central Management Services. Cost to the Tollway: Upper limit of \$2,200,000.

Identification of Real Estate Parcels for I-90 and Rt. 47 Interchange – Kane County. Cost to the Tollway: Budget for Right of Way \$320,000.00.

Identification of Real Estate Parcels for I-294 & 57 Interchange – Cook County. Cost to the Tollway: Budget for Right of Way \$1 million.

Director Weisner moved for adoption; seconded by Director Canham. The motion was approved unanimously. Chair Wolff called for a motion adopting the following resolution:

Resolution to amend Internal Audit Charter

Director Banks moved for adoption; seconded by Director Canham. The motion was approved unanimously.

There being no further business, Chair Wolff requested a motion to adjourn. Motion to adjourn was made by Director Morris; seconded by Director Weisner. The motion was approved unanimously.

The meeting was adjourned at approximately 11:45 a.m.

Minutes taken by: _____

Tranece Artis
Board Secretary